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No 17,322

號五廿月一十年八十壹百九千壹英

HONGKONG, MONDAY, NOVEMBER 25, 1918.

午戌大歲年七國民華中

PRICE \$3.00 Per Month

NOTICE

ANY EUROPEAN NON ASIATIC INDIAN desiring to leave the Colony should apply in person at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.
Applicants will be required to produce Passports or identification papers. All persons with certain exceptions, who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.
The Penalty for non compliance is a fine not exceeding \$50.

NORTH BRITISH & MERCANTILE INSURANCE CO.
WHICH ARE THE SHARPS OF THE OCEAN MARINE INSURANCE COMPANY, LTD., and THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1914.
\$23,970,387
I—Authorized Capital \$6,000,000
Subscribed Capital \$4,500,000
II—Paid-up Capital \$2,497,500
III—Life & Annuity Funds \$17,587,587
Sinking Fund Account \$123,230
\$23,970,387
Reserve Fire Branch \$2,381,456
Life and Annuity \$2,141,593
Branches \$387,939
Reversionary Department \$473,940
Other Receipts \$23,329,228

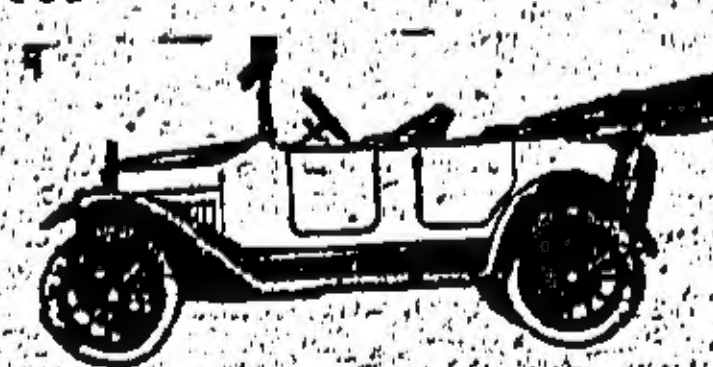
The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.
SHEWAN, TOMES & CO., Agents.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE
WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
NIGHT CARS.
8.30 p.m. to 9.30 p.m. 10 p.m. to 11 p.m.
11.30 p.m. and 11.45 p.m.
SUNDAYS.
7.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS go on Week Days.
SATURDAYS EXTRA CARS.
1.30 p.m. and 12 midnight.
SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.
Season and punch tickets available for all cars not already full running at the times stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comproadors order representing Bank Note.
JOHN D. HUMPHREYS & SON, General Managers.

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Sole distributors of
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Automobiles for Hire and for Sale at reasonable Price.
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BUSINESS NOTICES

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Steam and Motor Vessels,
Steel Building Work of every Description,
Castings, Forgings, Repairs and Supplies.

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JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 4 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

Sailings—S.S. "SUI AN" to Macao daily at 8 a.m. (Sundays 9 a.m.).
S.S. "SUI AN" from Macao daily at 2 p.m. (Sundays 3 p.m.).
S.S. "SUI TAI" during the arrival docking of S.S. "SUI AN" from Hongkong at 2 p.m. and from Macao at 7.30 a.m. are suspended.

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.



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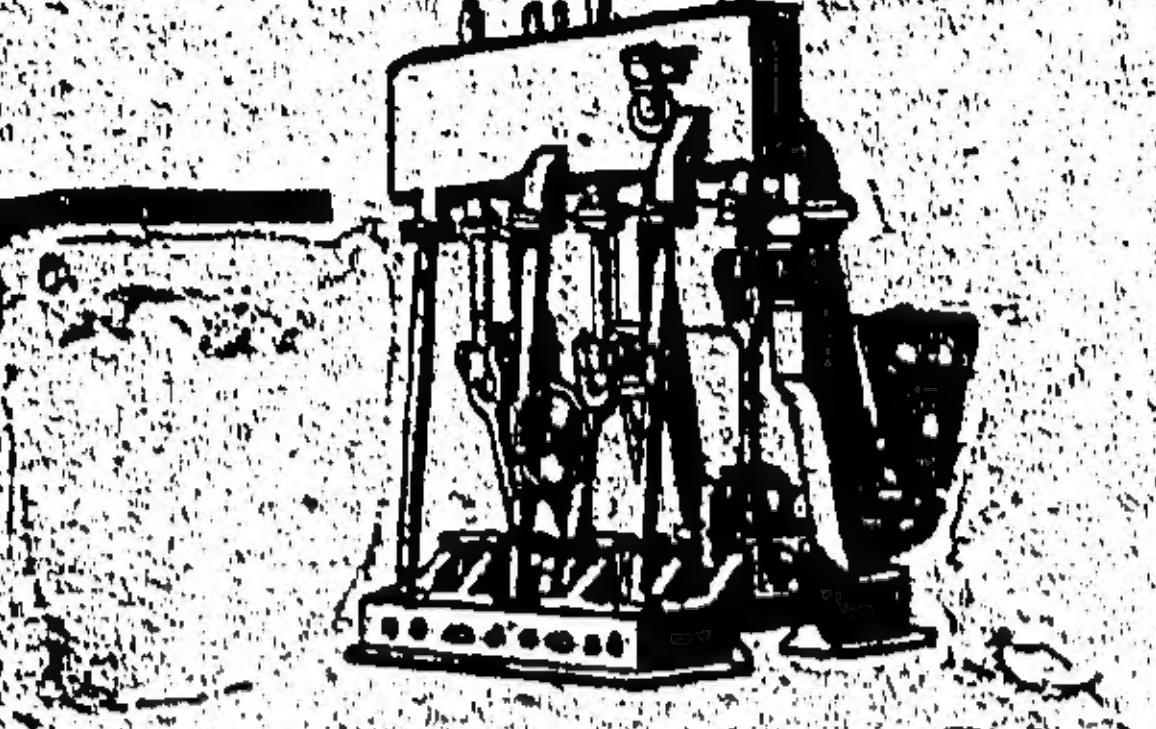
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Recently renovated and furnished, electric light and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor, Ber and Billard Rooms. Terms moderate. Special terms to families on application to
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"ICE HOUSE STREET"
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Rice and quiet yet full of life; fine views of the Banks and Central District. 42 Rooms, Excellent Cuisine, Scrupulously Clean. Moderate Terms. Monthly and Family Rates on application to the Proprietor.
Ladies' and Gentlemen's Dressing Rooms.
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MACARONI, PASTE STARS, EGG NOODLES, VERMICELLI, AND ALL KINDS OF SOUP STUFFS.

All our Pastes bear the "Booster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Stars and Glutens are the principal components of Flour. Gluten is easier to digest and contains more nutriment than starch. Manufactured under the most sanitary conditions. Large quantities have been exported to various important cities in the world. Terms moderate, especially for Agencies. Orders executed promptly.
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2103, 2105, 2107, 2109, 2111, 2113, 2115, 2117, 2119, 2121, 2123, 2125, 2127, 2129, 2131, 2133, 2135, 2137, 2139, 2141, 2143, 2145, 2147, 2149, 2151, 2153, 2155, 2157, 2159, 2161, 2163, 2165, 2167, 2169, 2171, 2173, 2175, 2177, 2179, 2181, 2183, 2185, 2187, 2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 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2767, 2769, 2771, 2773, 2775, 2777, 2779, 2781, 2783, 2785, 2787, 2789, 2791, 2793, 2795, 2797, 2799, 2801, 2803, 2805, 2807, 2809, 2811, 2813, 2815, 2817, 2819, 2821, 2823, 2825, 2827, 2829, 2831, 2833, 2835, 2837, 2839, 2841, 2843, 2845, 2847, 2849, 2851, 2853, 2855, 2857, 2859, 2861, 2863, 2865, 2867, 2869, 2871, 2873, 2875, 2877, 2879, 2881, 2883, 2885, 2887, 2889, 2891, 2893, 2895, 2897, 2899, 2901, 2903, 2905, 2907, 2909, 2911, 2913, 2915, 2917, 2919, 2921, 2923, 2925, 2927, 2929, 2931, 2933, 2935, 2937, 2939, 2941, 2943, 2945, 2947, 2949, 2951, 2953, 2955, 2957, 2959, 2961, 2963, 2965, 2967, 2969, 2971, 2973, 2975, 2977, 2979, 2981, 2983, 2985, 2987, 2989, 2991, 2993, 2995, 2997, 2999, 3001, 3003, 3005, 3007, 3009, 3011, 3013, 3015, 3017, 3019, 3021, 3023, 3025, 3027, 3029, 3031, 3033, 3035, 3037, 3039, 3041, 3043, 3045, 3047, 3049, 3051, 3053, 3055, 3057, 3059, 3061, 3063, 3065, 3067, 3069, 3071, 3073, 3075, 3077, 3079, 3081, 3083, 3085, 3087, 3089, 3091, 3093, 3095, 3097, 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3431, 3433, 3435, 3437, 3439, 3441, 3443, 3445, 3447, 3449, 3451, 3453, 3455, 3457, 3459, 3461, 3463, 3465, 3467, 3469, 3471, 3473, 3475, 3477, 3479, 3481, 3483, 3485, 3487, 3489, 3491, 3493, 3495, 3497, 3499, 3501, 3

INTIMATIONS

THE CHINA LIGHT & POWER
COMPANY, LIMITED.

THE SEVENTEENTH ORDINARY
GENERAL MEETING of Share-
holders will be held at the Office of the
Company, St. George's Building, No. 2,
Connaught Road, Victoria, on FRIDAY,
DAY, the 23rd day of November, 1917,
at 11 A.M. for the purpose of receiving
a Statement of Accounts and Report
of the General Managers for the year
ending 31st July, 1917, and electing a
Committee of Auditors and Auditors.
The TRANSFER BOOKS of the
Company will be CLOSED from 3rd
to 28th of November, 1917, both days
inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, Nov. 13, 1917. 944

PEAK TRAMWAYS COMPANY,
LIMITED.

NOTICE

REGRAVING OF LINE AT
DEPRESSORS.

IT will be necessary to bring into use
the TEMPORARY TERMINAL
STATIONS on SUNDAY, the 1st
DECEMBER and on THAT DAY the
UPPER and LOWER TERMINAL
STATIONS at BARKER ROAD and KENNEDY
ROAD STATIONS WILL BE CLOSED
TO TRAFFIC.

TOLLS.

An Allowance of 50% will be made on
all Tickets (dog tickets and charges for
goods excepted) for such time as the
Cars are running the shortened distance.

SEASON TICKETS.

These will be charged at usual rates.
The allowance of 50% will be made at
the EXPIRATION of the period for
which the Ticket was issued.

PUNCH TICKETS.

Special Punch Tickets at reduced
rates will be issued. Old Punch Tickets
may be held over until the Cars are
running the full distance or if returned
to the Company's Office a pro rate
refund will be made for the unused
portion.

Every effort will be made to complete
the work as soon as possible in order to
minimize the inconvenience to residents
of the Peak and Upper Levels.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, Nov. 13, 1917. 937

DAIRY FARM NEWS.

CHEESE!

CHOOSE!!
CHOOSE!!
Adds variety to your diet and is
Healthful Food.

American Cheese. Cottage Cheese.
French " Picnic "
Condomium " Ported "

86

KING EDWARD HOTEL

Central Location.

ALL RECENT TRAM FARE ENTRANCES,
Electric Lifts, Gas and Lighting,
European Bath and Sanitary Fittings,
Hot and Cold Water System throughout.
Best of Food and Service.

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RESERVATION ADDRESS:
"VICTORIA" J. WITCHELL,
Manager.

VICTORIA CAFE, LTD.
24A Des Voeux Road Central.
Telephone No. 2887.

We guarantee the quality of our
Bread and Cakes.
We use the highest grade of materials
in their Manufacture. 1357

MARTIN'S
APIOL & STEEL
PILLS

A French Remedy for all Venereal
Diseases. It is the only medicine
of any kind that cures the disease
in the blood. It is the only medicine
that cures the disease in the blood.
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that cures the disease in the blood.

MARTIN'S
APIOL & STEEL
PILLS

JAPANESE MAKERS.

Every kind of Footwear

MADE
TO

ORDER



CHERRY & CO.
PEDDER STREET
Opposite Hongkong Hotel
Telephone No. 481.
Hongkong, Nov. 13, 1917.

INTIMATIONS

SANITARY BOARD OFFICE,
HONGKONG.

OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 1 of the
DOMESTIC CLEANLINESS and
VENTILATION BYE-LAWS (as amended),
every Domestic Building or part of
such Building within the EASTERN
Division of the City of Victoria, and the
EASTERN Division of Kowloon and New
Kowloon, occupied by Members of more
than one family, except those within the
European Reservation or in Kowloon
South of Austin Road, or those parts of a
Domestic Building used as a Shop, Office
or Godown, must be CLEANED and
LIMEWASHED THROUGHOUT by the
Owners during the months of October
and November.

N.B.—The word "throughout" used in
this Notice means that the Houses should be
limewashed in respect of all the Walls of
each Room, all Ceilings, Fireplaces, Stair
Cases and Stair Landings, all Ceilings and
the Undersides of Roofs in Main
Buildings, Offices and Servants' Quarters
and inclusive of Verandahs.

The Backyard must have its containing
Walls limewashed up to the level of the
First Floor.

Carved, Painted or Polished Woodwork
in good condition, however, need not be
limewashed, but must be Cleaned.

The EASTERN Division of the City of
Victoria is bounded on the West by
Gillman Street and Peel Street.

Kowloon is divided into the Eastern
and Western Divisions by Nathan Road
and a straight line drawn from the
North end through the Yeh-mai service
reservoir to the Northern Boundary of
Kowloon.

D. DANBY,
Secretary.

Dated this 23rd day of Nov., 1917. 953

HONGKONG CLUB.

NOTICE.

HEATHER DAY.

THE CLUB HOUSE will be thrown
Open on FRIDAY, the 23rd
November, to Members' friends (Ladies
and Non-Members) from 12 Noon to 3
P.M.

By Order
A. H. ABBAS,
Acting Secretary.
Hongkong, Nov. 23, 1917. 958

ST. ANDREW'S FAIR.

ABOUT 40 MASHIES & PUTTERS
will be required for the Golf
Course in the Fair Grounds on the 23rd
and 24th instants. Those who would be
good enough to lend their Clubs to
extend over the two days will have
them returned to any Course for play
on Sunday if required; if lenders would
kindly label their Clubs the Committee
of the Golf Section will take care the
same are returned to their respective
owners without fail.

ARCH. RITCHIE,

Convener,
Queen's Buildings.

Hongkong, Nov. 21, 1917. 952

ST. ANDREW'S FAIR.

SCOTTISH WOMEN'S STALL.

WILL THE LADIES who have so
generously donated articles to
the above Stall at the Fair kindly send
their Gifts to the following conveners
on or before November 23rd—

Mrs. SUTHERLAND, Peak District.
Mrs. MILROY, West Point.
Mrs. BRAW, East Point.
Mrs. TEMPLETON, Quarry Bay.
Madames BLACK
and ORMITON, Central.

Mrs. C. FOSTER, Kowloon.
All perishable goods should be sent
direct to the Scottish Women's Stall at
the Fair Ground early on the morning
of November 23rd. 945

HEATHER DAY.

ZOOLOGICAL GARDEN.

WANTED—Elephants,
Lions, Tigers for the
"Zoo"; also Geese, Turkeys,
Poultry, Pigeons, Ducks, Rab-
bits, Dogs, Cats, etc., the latter
to be sold.

Communicate with
A. K. TAYLOR,
No. 4, Government Quarters,
Park Road. 920

METALS

of all kinds, especially for shipbuilding
and engineering works. Largest and
best assorted stock in the Colony.

SINGON & CO.

(ESTABLISHED A.D. 1860).

HING LUNG ST. PHONE 51.

THE NEW FRENCH REMEDY,
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
This is the only medicine that cures
the disease in the blood. It is the
only medicine that cures the disease
in the blood. It is the only medicine
that cures the disease in the blood.

Get the habit of
saying

Go!ofina

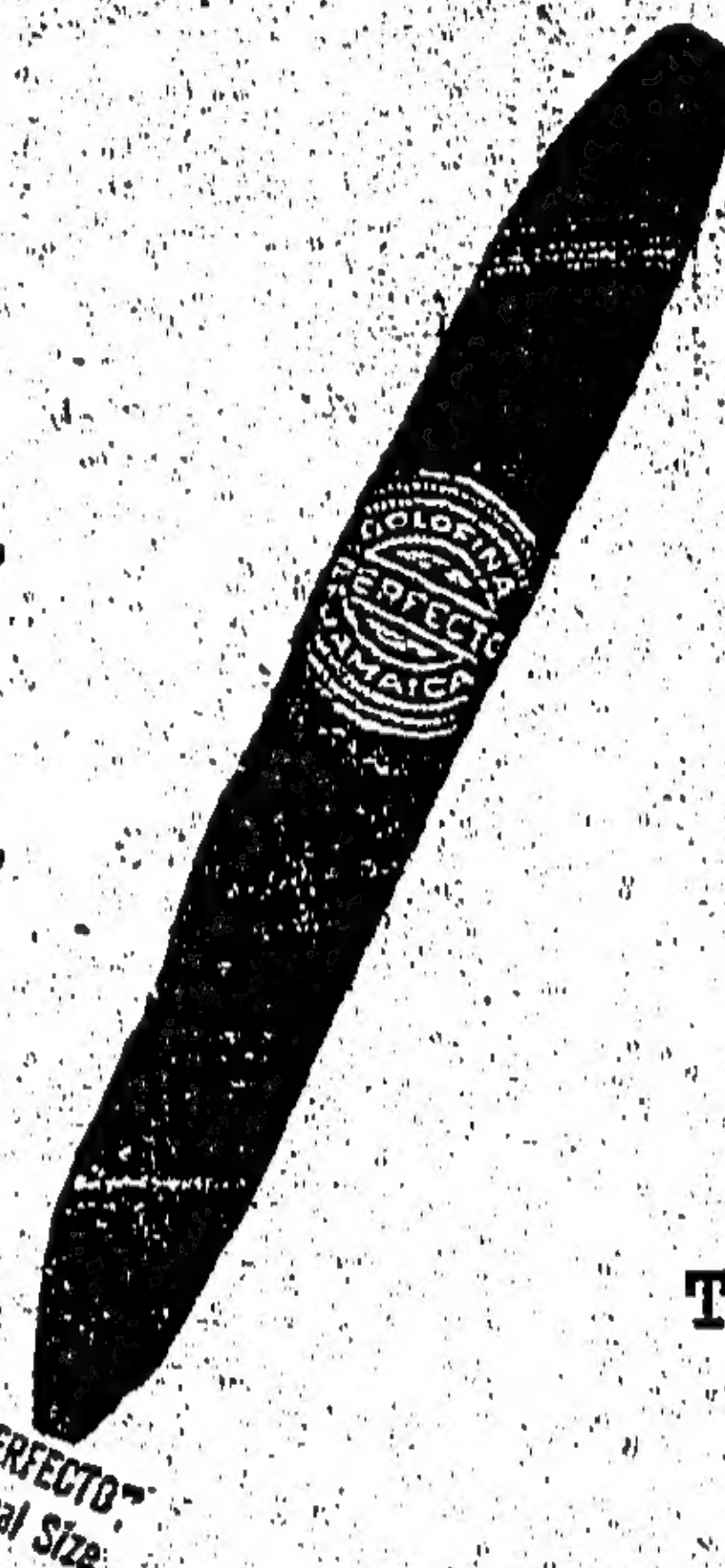
Every time you want a
good Smoke.

Sold in
two sizes

'PERFECTOS'

&

'BOUQUETS'



And
obtainable

at all

High-class

TOBACCONISTS.

This advertisement is issued by British-American Tobacco Co., Ltd.

THE LATE J. W. STEVENSON, OF
CHINA INLAND MISSION.

(From Our Scottish Correspondent.)

EDINBURGH, Sept. 23.

Mr. Marshall Broomhall, editorial
secretary of the China Inland Mis-
sion, has very courteously placed at
my disposal a type-written copy of
a biographical article, which will
shortly appear in the columns of
The Christian, upon the late Mr.
J. W. Stevenson, the well-known
missionary of Burma and Shanghai.

A longer biography will appear in
China's Millions, and I understand
that Mr. Marshall Broomhall is en-
gaged upon a regular biography in
book form.

John Whiteford Stevenson was
born in Glasgow on March 30, 1844.

His father was the youngest son of
James Stevenson, laird of Thrip-
wood, in Renfrewshire. For many
generations Stevensons had posses-
sion of Thripwood, and they had
borne their part in the faithful con-
fessions of the Covenanters, one of
the family being outlawed in 1684.

His mother's name was Marion
Whiteford, daughter of John White-
ford, of Willowyard, Bath, Ayrshire;
and his brother, a minister in the
Church of Scotland, became noted
as an antiquarian.

In the Revival of the sixties Mr.
Stevenson received his call to the
mission field through listening to Dr.
Paton, of the New Hebrews; and
Dr. Duff, of India, and it was
through the pages of *The Revival*,
edited by B. C. Morgan, that he was
led to devote his life to China.

After twelve months' preparation in Lon-
don he sailed for China accompanied
by his wife in 1865. His early life
divides itself roughly into three
periods. The first of these was
spent in the Eastern province of
Chekiang; the second in Burma,
seeking for an entrance into Western
China; and the third, with his hand
quivering at Shanghai, as Deputy
Director of China, of the China In-
land Mission.

During the first period of service
he experienced all the hardships of
mission work in a remote and un-
civilized region, and he had to face
the most trying conditions of mis-
sionary life. He was the only mis-
sionary in the region, and he had to
face the most trying conditions of mis-
sionary life.

In the second period, encouraged
to believe that access into Western
China might be gained through
Burma, Mr. Stevenson was commis-
sioned by Mr. Hudson Taylor to
open Bhamo as a station with that
object in view. The site for the
mission premises was given by the
King of Burma, Mr. Stevenson, with
his colleague, Mr. Henry Soltan,
being granted an audience. They
only escaped being prevented from
proceeding to Bhamo by leaving
Maddaya a few days before the
arrival of an official prohibition from
the Indian Government.

The eight years spent in Burma
were years of serious testing. The
loneliness was intense, for although
he had a colleague, his wife and
family were in England, and mails
were few and far between. Practi-
cally the only means of communica-
tion with the coast was an occasional
river steamer, and many a time the
longing for tidings from the outside
world, were so great that he would
go down to the edge of the Irrawaddy
and listen with his ear to the water
for the sound of the steamer's
paddle.

The object for which Bhamo was
opened was frustrated by the refusal
of the Indian Government to allow
any British subject to enter China
through Burma. It was not until
after the British Resident had been
withdrawn from Mandalay in con-
sequence of the atrocious persecutions
and instigated by King Theby, that
Mr. Stevenson and Mr. Soltan felt
free to make the venture of entering
China. They had refused to leave
the country when the British flag
was lowered, and about a year after
that they set out for what was the
first journey across China from west
to east, made by any European in
modern times. Seventy-nine days
were needed to pass from the Irra-

waddy to the Yangtze, and over the
thousand miles traversed no mission
station was met with. Indeed be-
tween Burma and Hankow, a dis-
tance of 1,000 miles, Chungking and
Ichang were the only mission
centres. And this was less than 40
years ago.

In 1886 Mr. Stevenson was ap-
pointed by Mr. Hudson Taylor as
Deputy Director of the mission in
China, and this post he held until
his death. Apart from many jour-
neys, many of them long and trying,
he had the joy as well as the respon-
sibility of welcoming every one of
the hundred new missionaries in
1887, not to speak of many hundreds
since. And in addition to the heavy
and normal routine of the office he
held, there were not a few times of
immense stress and strain en-
tailed by riots, revolutions, and
massacres. He was alone in Shang-
hai when the first China Inland
Mission martyrs met their fate in
1893, and when Bruce and Lewis
were massacred a few years later.
Then in 1900, during the Boxer crisis,
though he had the support and coun-
sel of Mr. Hoste until the latter was
laid aside with typhoid fever, the
torment upon him was literally
enormous.

There were other occasions when
heavy and exacting calls were made
upon his strength and judgment—in
the riots of 1910, and the Revolution
of 1911 and 1912. Happily he was
possessed of great powers of endur-
ance and of a tenacity of purpose
which would not be dismayed even
in the darkest hour. And combined
with these was an unreserved will-
ingness to sacrifice himself on the
altar of the Mission.

INTIMATIONS

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for ADMIRALTY CHARTS

ROSS'S BINOCULARS and TELESCOPES,

KELVIN'S NAUTICAL INSTRUMENTS

BENSON'S ENGLISH WATCHES,

ENGLISH SILVERWARE, direct from Manufacturers

High Class English Jewellery

KAIPING COAL

FOR ALL HOUSEHOLD PURPOSES

FOUNDRY AND SMELTING COKE

FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO

ODDWELL & CO., LTD., QUEEN'S

BUILDINGS, HONGKONG, OR

KAILAN MINING ADMINISTRATION,

TIENTSIN, NORTH CHINA

DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS

GRAND
HUDSON
AND
OVERLAND
MOTOR
CARS



GRAND
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TELEPHONE 482

COME AND INSPECT

BEST CARS IN THE COLONY FOR HIRE.

統The Wing On 永安有限公司



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UNIVERSAL PROVIDERS

Most up-to-date and Cheapest House in Hongkong

Address: DES VOEUX ROAD AND CONNAUGHT ROAD CENTRAL.

Telephone: Nos. 124 & 125

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 200 tons ton.

Town Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 456.

Shipyards: Sham-Sai-Po, Kowloon, Hongkong. Telephone No. 8.

Estimates furnished on application. WONG PING WA, Manager.

Hongkong, April 1, 1912.

THE HONGKONG & WHAMPOA DOCK CO., LD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: (A) A.B.O. Fifth Edition, Engineering First and Second Editions, Western Union, and Wireless.

Dock Owners' Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, etc., etc.

THE DIMENSIONS OF DOCKS AND SLOPS ARE AS FOLLOWS:

NAME OF DOCK OR SLOP	LENGTH OF STEEL BLOCKS	DEPTH OF STEEL BLOCKS	DEPTH OF STEEL BLOCKS	DEPTH OF STEEL BLOCKS	DEPTH OF STEEL BLOCKS
W. WING	100	10	10	10	10
W. WING	100	10	10	10	10
W. WING	100	10	10	10	10
W. WING	100	10	10	10	10
W. WING	100	10	10	10	10
W. WING	100	10	10	10	10
W. WING	100	10	10	10	10
W. WING	100	10	10	10	10
W. WING	100	10	10	10	10
W. WING	100	10	10	10	10

The Man Who
Gets There

Is the man who has blood—
rich, red, and
plenty of it—
in his body.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

is the man who has blood—
rich, red, and
plenty of it—
in his body.

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TELEGRAMS.

(Continued from Page 1.)

SURRENDER OF GERMAN SHIPS.

LIST OF THOSE RECEIVED BY BRITISH.

40 DESTROYERS, 10 BATTLE SHIPS AND 3 BATTLE CRUISERS.

The following is a list of the ships surrendered yesterday:—

NINE BATTLESHIPS.

Nine battleships, namely: *Friedrich der Grosse*, flying the flag of Rear-Admiral von Reuter, who was in command of the whole force, *König Albert*, *Kaiser*, *Kron Prinz Wilhelm*, *Kaiserin*, *Bayern*, *Markgraf*, *Prinz Regent Luitpold* and *Grosser Fürst*.

FIVE BATTLE CRUISERS.

Five battle cruisers, namely: *Seydlitz*, flying the broad pennant of Commander Tiesert, *Derfflinger*, *Von der Tann*, *Hindenburg* and *Moltke*.

SEVEN LIGHT CRUISERS.

Seven light cruisers, namely: *Karlauke*, flying the broad pennant of Commander Harden, *Ende*, *Frankfurt*, *Nürnberg*, *Brunnen*, *Köln* and *Breslau*.

FORTY-NINE DESTROYERS.

The forty-nine destroyers of the latest type were from the first, second, third, sixth and seventh flotillas.

The battleship *König* was unable to take the voyage, while the battle cruiser *Moltke* has not been completed. These will be surrendered later.

LONDON, Nov. 23. The first batch of German warships left the Forth for Scapa Flow yesterday.

TWENTY MORE SUBMARINES AT HARWICH.

LONDON, Nov. 22. Twenty more submarines have surrendered at Harwich to-day.

STRANGE DISCOVERIES DURING SEARCH.

BRASS AND COPPER FITTINGS REMOVED.

OIL PAINTINGS OF KAISER UNDATED.

LONDON, Nov. 22. The search and examination of the German warships, surrendered yesterday, is proceeding after which they will sail to Scapa Flow. Curious discoveries were made on board the surrendered vessels. The brass and copper fittings on the 24,000 tonner *Kaiser* had been removed. Three officers only were on board wearing a white uniform. Soviet sailors exercised authority over the crew. The interior of the vessel was pockmarked and stuffy. It is significant that oil paintings of the Kaiser in the Captain's cabin and wardroom were not damaged.

Admiral Montague Browning has gone to Germany to supervise the disarming and disbanding of the warships not liable to surrender.

A noticeable feature of to-day's surrender of submarines was that some German officers had removed the German eagle from their caps and wore the Soviet red cockade.

CONDITION AND DISCIPLINE OF BRITISH NAVY "FAULTLESS."

A GERMAN TRIBUTE.

LONDON, Nov. 23. The following is the concluding sentence of the message wireless to Germany by Commander Prause, commanding the first flotilla of surrendered submarines, and which was picked up by the British warships.

"The English ships, as regards condition and discipline, were faultless."

INTERRED GERMAN TORPEDO BOATS IN HOLLAND.

AMSTERDAM, Nov. 24. Eleven German torpedo boats from Antwerp have been interred at Rotterdam.

BISHOP OF LONDON IN PARIS.

PARIS, Nov. 23. The Bishop of London arrived at Paris yesterday, where he will preside at the service for the German warships.

LIBERATED LORRAINE.

CEREMONIAL ENTRY INTO STRASBOURG.

GERMAN FUNCTIONARIES FOR MINOR OFFICES RETAINED.

PARIS, Nov. 23.

The successive occupation of the liberated localities of Lorraine has continued at a magnificent enthusiasm. At Colmar there was a ceremonial entry by General Castelnau, the whole population acclaiming.

From the Moselle to the Vosges the line reached to-day includes Thionville, Bouzonville, Suresneville, Bittel, Ingwiller, Rouffach and Brunnath.

At a conference... the Elysée President Poincaré, M. Clemenceau and Marshal Foch decided that the ceremonial entry by the civil authorities into Strasbourg will take place on December 8th, the President of the Republic, the Premier, Ministers and delegations of the two Chambers attending.

At Metz for minor officers of administration, the German functionaries will be retained so long as they faithfully perform their duty. France hopes that their sense of discipline is deep-rooted and that they will serve France just as mechanically as they served Germany.

Already, on every side there are evidences of the people's cheery adaptability to the new conditions.

HINDENBURG'S WARNING TO "GERMANS."

NOT ABLE TO RESUME WAR EVEN AGAINST FRENCH.

COPENHAGEN, Nov. 23. Field-Marshal von Hindenburg has telegraphed from Headquarters that the enemy members of the Armistice Commission, especially the French, are showing less courteous behaviour and are continually demanding impossibilities, and that probably the French want an excuse to resume the war.

Field-Marshal von Hindenburg warns the Government that the German Army would not be able to resume war even against the French alone. He concludes: "It is evident that the hostile Governments will only conclude peace with a German Government supported by the majority of the people."

INTERNMENT OF EX-KAISER.

HOLLAND EXPLAINS.

PARIS, Nov. 23. The Dutch Legation, in the course of a declaration as regards the ex-Kaiser, announces that he has not once gone outside the park of the Chateau Amongen, where he is interned.

FRANCE NOT SATISFIED.

PARIS, Nov. 23. A Note issued by the Dutch Legation in Paris says the ex-Kaiser entered Holland as a private person and has been accorded refuge. Like thousands of other refugees during the present war.

French opinion is not satisfied by the Dutch explanation. There is no document of the Kaiser's abdication and he ought to be interned.

THOUSAND GERMANS KILLED BY EXPLOSION.

AMSTERDAM, Nov. 23. Over a thousand persons were killed, mostly German soldiers, at Hamont by the explosion.

"INCREDIBLE RUDENESS" TOWARDS GERMANS BY POLES.

GERMAN GOVERNOR-GENERAL FLEES FROM WARSAW.

AMSTERDAM, Nov. 24. The *Witfastisch Zeitung* complains of the "incredible rudeness" of the Poles to the Germans, and says the Governor-General, von Beseler, has fled from Warsaw.

The Civil Governor, von Seelmeier, has been robbed and sent to Germany in a cattle truck with other Germans.

THEIR MAJESTIES' VISIT TO PARIS.

PARIS, Nov. 23. M. Clemenceau, it is understood, will go to the Chamber part of the week.

These Majesties, the King and Queen of England, will be expected to arrive in France on November 28th.

Other reports state that the King and Queen will be accompanied by the Duke of York.

RUSSIAN AFFAIRS.

TEMPORARY DICTATOR FOR OMSK.

OMSK, Nov. 10. In view of the critical situation in Russia, the Government at Omsk has decided to appoint Admiral Kolichata temporary Dictator.

SOVIET MEMBERS ENDANGERED.

PRECAUTIONS BEING TAKEN.

COPENHAGEN, Nov. 22. A message from Petrograd via Berlin says the Russian Government has ordered the cruiser *Jura* to be ready to sail from the Mouth of the Neva at the shortest notice.

The members of the Government, if endangered, will immediately board the cruiser and proceed to a neutral port.

DICTATOR AT KIEFF.

LYONS, Nov. 22. According to the Austrian newspapers the Entente troops are marching towards Kieff.

General Skotopadski has surrendered.

General Demikine has been nominated Dictator with the approval of the Entente—French Wireless.

THE GENERAL ELECTION.

300 LABOUR CANDIDATES.

LONDON, Nov. 23. It is announced there will be 300 Labour candidates offering themselves for election.

LIBERAL COALITIONISTS ASKED TO WITHDRAW.

LONDON, Nov. 23. The executive of the London Liberal Federation has passed a resolution inviting 13 Liberal Coalitionist candidates in London to withdraw from the Coalition and to stand as unpledged candidates, on the ground of the "unfairness" of the Coalition list, on which there are 46 Unionists, compared with 13 Liberals.

RESIGNATIONS OF MINISTERS.

LORD ROBERT CECIL AND MR. CLYNES.

LONDON, Nov. 22. Lord Robert Cecil, Assistant Secretary for Foreign Affairs, has resigned, owing to a disagreement with the Government as regards Welsh Disestablishment.

Mr. J. R. Clynes, Food Controller, announces that he will not accept office in the new Government.

Mr. J. R. Clynes at Nottingham announced his decision to leave the Government, due to demands from organised Labour.

AMERICA'S NEW NAVAL PROGRAMME.

HUGE EXPANSION.

WASHINGTON, Nov. 23. America's huge new Naval programme, to be completed by 1920, is officially announced as follows:—

Three hundred and fifty submarine chasers, 112 patrol boats, 40 submarines, 50 mine sweepers, 25 tugs, 5 Drednoughts and 350 destroyers.

MR. McADOO RESIGNS.

WASHINGTON, Nov. 23. Mr. McAdoo has resigned his Secretaryship of the Treasury and Director-Generalship of Railroads.

CITY OF LINCOLN ASHORE.

LONDON, Nov. 24. The Ellerman-Hall liner *City of Lincoln* has gone ashore off the Goodwins. She was outward bound.

INFLUENZA'S TOLL IN NEW ZEALAND.

WELLINGTON, Nov. 23. Influenza is still taking a heavy toll in New Zealand, especially amongst the natives. Hotels and breweries are closed.

Newspapers have been asked not to publish the mortality statistics.

The Government has sanctioned the discretionary closing of Banks.

DISCRETIONARY CLOSING OF BANKS.

WELLINGTON, Nov. 23. The Government has sanctioned the discretionary closing of Banks.

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EARLIER TELEGRAMS.

"BLOODLESS TRAFALGAR IN NORTH SEA."

SURRENDER OF GERMAN WARSHIPS.

FORMIDABLE BRITISH ARMADA PUT TO SEA.

LONDON, Nov. 21. The papers describe the historic surrender of the main portion of the most powerful warships of the German High Seas Fleet, as provided by the Armistice.

The Grand Fleet, which alone constituted the huge force of 400 ships together with the great American battle squadron and a number of French cruisers with their attendant destroyers, pushed off from anchorage in the neighbourhood of Forth Bridge at 4 o'clock this morning.

The splendid Armada, which included no fewer than 50 British Drednoughts, 90 British light cruisers and 180 British destroyers, was the largest and most formidable Naval force which ever put to sea.

The rendezvous appointed by Admiral Sir David Beatty, who was in command aboard the *Queen Elizabeth*, was situated 30 miles east of May Isle. Although our ships remained at the anchorage while the Germans were approaching the British shores, our network of patrols never relaxed their vigilance and if any nonsense had been attempted, we were ready for action at a moment's notice.

The Germans surrendered 9 battleships, 5 battle cruisers, 7 light cruisers and 50 destroyers, being one short of the agreed number in the first three classes. The missing three will surrender later.

A light cruiser was mined on her way across and sank. As a result of the damage, the Grand Fleet escorted the Germans 40 miles to the mouth of the Forth, where the ships were buoyed or anchored at night, preparatory to being taken to the Scapa Flow. (A bay in Scotland to the north of Penland Firth).

THE ORDER OF SURRENDER.

Reuters' correspondent, who witnessed the scene from aboard H.M.S. *Viper*, states that after a mist in the morning the weather was glorious, with smooth sea and blue sky.

The Allied warships, including the whole of the Grand Fleet, steamed to the rendezvous in two columns six miles apart, the battle-cruisers leading followed by battleships, light-cruisers and destroyers in five groups with subsidiary craft. The armada arrived at the rendezvous at 8.30.

In view of the possibility of treachery all ships were cleared for action and men were at action stations. About nine in the morning the British light cruiser *Cardiff* wireless that the Germans were sighted and shortly afterwards the *Cardiff*, towing a kite balloon, followed by British ships, was seen leading the enemy ships under the command of Rear-Admiral von Reuter, aboard the *Friedrich der Grosse*, the battle-cruiser leading with the *Seydlitz* ahead.

The battleships and light cruisers followed and finally came the destroyers, of the most modern type, in groups of ten. Into the mouth of the British lines the famous *Lion* was in the van, leading the northern line of battle-cruisers, while the cruiser *Australia* took up a southerly position abreast. The northern line of battle-ships following the battle-cruisers was led by the *Queen Elizabeth*, commanded by Admiral Sir David Beatty.

The southern line was headed by the *Jerome*, commanded by Admiral Madden. The American squadron, was in line behind the British ships. The British destroyers were well-behind, picking up the German destroyers. Thus the unique procession, the most notable ever known in the annals of the high seas, steamed leisurely to the Forth and Derby had arrived.

A WONDERFUL SPECTACLE.

All the guns of the German ships, in accordance with Sir David Beatty's instructions, had been trained fore and aft. The enemy fleet took two-and-a-half hours to pass a given point and when the Allied ships closed in, the whole presented a most wonderful spectacle.

The affair was devoid of anything of ceremonial nature. There was no saluting, none of the customary courtesies of the sea, and no gloating over a vanquished enemy. The leading German ship flew the naval German flag, and also hoisted a white flag. Orders were given to haul down the German flag at sunset and not to hoist it again without permission.

"RULE BRITANNIA."

The final chapter of the historic scene opened with victory and vanquished steaming westward to the appointed meeting off the south coast of the Firth of Forth, which was reached as the winter sun was setting. The German ships, when anchored, were immediately surrounded by the first British battle cruiser squadron and second British battle cruiser squadron. The remainder of the Grand Fleet returned to their moorings in the river while British seaplanes and other aircraft circled over the enemy fleet. The Firth of Forth was literally alive with small craft crowded with silent spectators.

Sir David Beatty signalled the Grand Fleet to "my intention to hold a service of thanksgiving at sea this evening. God bless our arms and our brave sailors."

When the British ships arrived at the mouth of the Forth, the German vessels were seen to be hoisting the Union Jack. The British ships, when anchored, were immediately surrounded by the first British battle cruiser squadron and second British battle cruiser squadron. The remainder of the Grand Fleet returned to their moorings in the river while British seaplanes and other aircraft circled over the enemy fleet. The Firth of Forth was literally alive with small craft crowded with silent spectators.

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P. & O. S. N. Co.

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VESSELS despatched to the Undermentioned PORTS:

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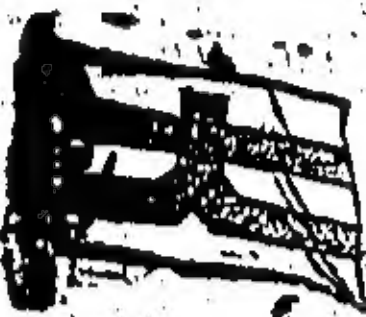
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LONDON AND BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

Wireless on all steamers.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, etc. apply to—
E. V. D. PARR, Superintendent.
P. & O. S. N. Co.'s Office.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

GENOA Monthly service. Taking cargo on through Bills of Lading with transhipment at Bombay to Company's Steamers.

MARSEILLES Monthly direct service via Singapore and Port Said.

SUEZ, ALEXANDRIA, PORT SAID Monthly direct service via Singapore, MAURITIUS, DURBAN and CAPE TOWN.

Regular fortnightly service via Singapore.

Monthly direct service.

For BATAVIA, SOERABAYA and SAMARANG.

"TAMON MARU No. 12" TUESDAY, 26th Nov., at Noon.

"SHISEN MARU" FRIDAY, 29th Nov., at Noon.

Monthly service calling at AUCLAND, N.Z., and ADELAIDE.

Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" SATURDAY, 30th Nov., at 3 p.m.

These Steamers have excellent accommodation for 1st and 2nd Class Saloon Passengers and will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"SOSHI MARU" THURSDAY, 5th Dec., at 8 a.m.

For KEELUNG via SWATOW and AMOY.

"JOHN MARU" TUESDAY, 19th Nov., at 8 a.m.

For sailing dates and further particulars please apply to—

K. YAMASAKI, Manager.

Tel. No. 744 & 745.

JAVA-SAN FRANCISCO

via SINGAPORE, MANILA, HONGKONG, JAPAN and HONOLULU.

Joint Service of this

"HOLLAND" and "ROTTERDAM LLOYD" Royal Mail Lines.

Next departure from HONGKONG:

Steamer Tons Sails

ORANJE 8,000 17th December.

These superior passenger-steamers have excellent accommodation for first and second class saloon passengers.

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Telephones, 1924-1979-1975.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA).

FOR RANGOON & DELAGOA BAY.

For Space and Particulars apply to—

DODWELL & CO., LTD., Agent.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS

with transhipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINE.

Sailings from Hongkong.

For freight and further particulars apply to

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(NIPPON SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore

BATAVIA, SAMARANG and SOERABAYA.

For JAPAN

"RYUKYU MARU" On or about 11th Dec.

For JAPAN

"OHIO MARU" About 1st Dec.

"BORNEO MARU" About 15th Dec.

"HOKUTO MARU" About 19th Dec.

For further particulars apply to—

DODWELL & CO., LTD., Agents.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

SHANGHAI SHANGHAI Nov. 16, at Noon.

SHANGHAI SHANGHAI Nov. 17, Daylight.

SHANGHAI SHANGHAI Nov. 18, at Noon.

SHANGHAI SHANGHAI Nov. 19, at Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Woosung. For Freight or Passage, apply to—

BUTTERFIELD & SWIRE.

Telephone No. 35.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For SHANGHAI TUESDAY, Nov. 26, Daylight.

HAIPHONG WEDNESDAY, Nov. 27, at 8 a.m.

SINGAPORE, PENANG & C. WEDNESDAY, Nov. 27, at 3 p.m.

MANILA THURSDAY, Nov. 28, at 2 p.m.

SINGAPORE, PENANG & C. THURSDAY, Nov. 28, at 3 p.m.

SANDAKAN THURSDAY, Nov. 28, at 3 p.m.

MANILA THURSDAY, Nov. 28, at 3 p.m.

CAIRO LINE—This line is temporarily discontinued owing to the war but at present a monthly service is maintained with the "Khalid" and "Viking" calling at Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted with Electric Light and Fans and carries a fully qualified Surgeon.

SINGAPORE LINE—The "Van Wierwijk" leaves for Singapore approximately every fortnight. This vessel has excellent accommodation for first class passengers and is fitted throughout with Electric Light and Fans and also carries a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bill of Lading is issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when convenient.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Tawau and Labuan. Regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description signed thereto.

For Freight or Passage, apply to—

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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

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EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to—

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AGENTS.

THOS. COOK & SON.

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TICKETS SUPPLIED to ALL PARTS of the WORLD at Tariff Rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

BAGGAGE collected, forwarded and insured at lowest rates. Cook's "FAR EASTERN TRAVELLER'S" containing Sailing and Fare from the Far East to all parts of the World, will be forwarded free on application.

Telegraphic Address "COOKSON" THOS. COOK & SON, Hongkong Hotel Buildings, Hongkong.

Also SHANGHAI, PEKING, YOKOHAMA, MANILA. Office Office—LUDGATE CIRCUS, LONDON, E.C.

LIFE WITHOUT HEALTH IS LIVING DEATH. VETARZO NERVE FOOD.

The latest discovery of modern times is without equal in all cases of defective nerve and brain power. Whether induced by overwork, dissipation, or other indiscretions, it is a condition of the most serious nature, and one which, if not treated, will lead to a premature death. It is a condition which, if not treated, will lead to a premature death. It is a condition which, if not treated, will lead to a premature death.



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HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW AND RETURN.

(Occupying 9 to 10 Days)

HAITAN Capt. A. E. Hodgins TUESDAY, 26th Nov. at 1 p.m.

HAIPHONG Capt. J. W. Evans TUESDAY, 3rd Dec. at 1 p.m.

SWATOW

Arrivals and Departures from the Company's Wharf (near Elks Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFAIR & Co.

General Managers.

CHINA MAIL S.S. CO., LTD.

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"NANKING" (15,000 tons, American Registry). "CHINA" (10,900 tons, American Registry).

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AN UNSURPASSED HIGH CLASS

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O. H. RITTER, Freight and Passenger Agent.

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FAST AND LUXURIOUS MAIL STEAMERS.

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Steamers Tons Leave Hongkong

TENYO MARU 12,000 27th November.

SHINYO MARU 12,000 18th December.

KORU MARU 10,000

SIBERIA MARU 10,000

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HONGKONG via VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, BALBOA, COLON, PANAMA,

CALCUTTA, ALICIA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong

MIYO MARU 17,000 Jan. 9th, 1919.

MIYO MARU 15,000

MIYONO MARU 11,000

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER.

Telephone Nos. 2374 and 2375. KING'S BUILDING.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN

AFRICAN LINE.

PROPOSED SAILING.

From Hongkong Connecting with From Calcutta

Excellent Accommodation for 1st and 2nd Class Passengers.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,

DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE

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Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to

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STRAITS, COLOMBO, BOMBAY,

EGYPT, MEDITERRANEAN, PORTS

AND LONDON.

Through Bills of Lading issued for BATA-

VIA, PENINSULAR, CONTINENTAL,

TAL, AMERICAN AND SOUTH

AFRICAN PORTS.

THE Home Mail Steamer carrying His Majesty's Mails will be despatched from this port as usual taking Passengers and Cargo for the above ports.

Passengers' accommodation in the connecting vessel is secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed in this steamer proceeding via Suez, Bombay, and Aden transhipped to the connecting steamer for Marseilles and London.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are registered.

For further particulars, sailing dates, etc. apply to—
E. V. D. PARR, Superintendent.

Hongkong, Nov. 15, 1919. 2119

KONINKLIJKE PAKETVAART

MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia).

THE Steamship

"VAN CLOON"

will be despatched on or about the

17th December, 1918, to—

SWATOW, BELAWAN DELI

and PENANG.

This Vessel offers excellent Cabin accommodation for Saloon-passengers. Wireless Telegraphy.

For Freight and Passage apply to—

JAVA-CHINA-JAPAN LINES.

Agents.

Hongkong, Nov. 15, 1919. 639

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP CO., LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamers

"CYCLOPS"

are hereby notified that the Cargo will

be discharged into Halls, Wharves, etc.,

where it will be at Consignee's risk.

The Cargo will be ready for delivery from

Godowns on and after 3rd November.

Optional cargo will be landed, unless

notice has been given prior to steamer's

arrival.

All broken, chafed and damaged Goods

to be left in the Godowns, where

they will be examined on any Tuesday

and Fridays between the hours of 10 a.m.

and noon, within the free storage

period.

No claims will be admitted after the

Goods have left the steamer's Godown

and all Goods remaining undelivered

after the 30th Nov. will be subject to

rent.

All Claims against the Steamer must

be presented by the 15th Dec. or they will not

be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE

Agents.

Hongkong, Nov. 24, 1918. 97

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1919

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